

# BRAMLEY - NEIGHBOURHOOD DEVELOPMENT PLAN / TRANSPORT



## Evaluation of Transport Effects on Bramley Village in the Prospect of Further Development.

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Sub group: Transport

# SUMMARY

In view that Bramley is crossed by both a very busy railway line and a busy 'main' road, virtually coming together at its village centre, apart from some traffic calming measures and the building of a further car park, nothing significantly more can be done unless one would be willing to make sufficient funds available in order to create a bypass in which case the barrier would no longer be an issue, a foot bridge could then be constructed for pedestrian and cycle use between both sides of the village and the village would then be able, as the vast majority of its inhabitants have shown in questionnaires and at our Open Days, to retrieve its "village and rural feel" once again.

The facts show that if further development is allowed within our village boundaries, or for that matter anywhere along the immediate C32, that this will add further cars, further people which will only add to the already near to chaotic situation in the immediate vicinity of the village Station and an extra burden on the already very much strained further facilities our village has at its disposal.

Should further important funds, therefore, not be found in order to alleviate the situation around the village railway barriers, it is our opinion that Bramley would be most UNSUITABLE for further development as this will only aggravate the existing problems and will, in the end solely further suffocate the existing infrastructure to the great detriment of our community for generations to come.

On the other hand, should BDBC still argue for further development in Bramley, it is suggested that they co-ordinate/liaise with Railtrack, HCC, the Government and its Highways Agency in order to put together a programme which, on a medium to long term basis, will allow further development in line with our BNP as put forward with as a result, that traffic be diverted from the railway barriers by a bypass.

Evidence is provided not only from the resident feedback but also independent elements such as Network Rail & that traffic density within the village via the C32 generates a dangerous combination of all traffic type, vehicular, cycle and pedestrian.

The NDP's task is to propose ways in which developments that may occur can enable the quality of life within the area to improve. In relation to pathways the following proposals are provided for referendum to the community.

1. Any new development must provide a safe route to the Bramley Primary School for cycle and pedestrian users that does not involve using the High Risk level crossing or high vehicular traffic density C32 road.
2. Roads must be built that enable future development for expansion options of traffic solutions
3. New housing developments must provide alternative routes for foot and cycle, providing priority over mechanised traffic.
4. A sustained Parish program should be conducted that provides a safe route to school for all children resident in the Bramley Parish area and joint working parties established with neighbouring Parish councils to define interlinking Parish pathways for Pedestrian and Cycle use that are independent of the mechanised C32 and surrounding roadways.
5. Pathways designated within new developments or connecting should be of an acceptable character to the rural vision of the village and not just 'black' asphalt.

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## Appendix F

### EVIDENCE

1/ Following our survey it has been shown that the average down times of the barriers are near to 30 minutes in every hour between 10am to 6pm with a maximum down time of 37 minutes between 10 to 11am. Traffic was backed up on each side from around 100 yds. to 350 yds. At certain times all the backed up traffic would not get through with obvious consequences to safety and the flow of traffic.

2/ Vehicles are found to be parked along and on the pavement especially near the 'One Stop' shop. Vehicles are also turning in onto the Bakery parking area and immediate side roads having just crossed the barrier hindering the flow of traffic when the barrier has opened.

3/ It has been observed that the problem is increasing with barrier down times having augmented over the years which will not be helped by the line being electrified in the coming years and further rail freight traffic bound to augment as well.

4/ Traffic using the C32 has been observed as equally on the rise not only with cars but also with HGV. In the minds of many living on The Street (C32), it has certainly doubled over the last 20 years, this following our surveys in the field talking to the community.

5/ The free station parking area is always full with cars coming from afar afield as Andover again following our all day survey at the station on December 2nd 2013.

6/ Cars are now parking further within the roads where housing is situated now that double yellow lines have been introduced, which for some residents is a further hinder and for others, those where the yellow lines have been placed, it means that guests cannot always find nearby parking either.

7/ Roads circumventing the village, Minchens Lane, Holly Lane, Oliver's Lane and Folly Lane are being used as rat-runs and the extra traffic is adding to their premature deterioration and extra maintenance costs. This is also the case down Bramley Lane past the school which is an extra safety hazard for the children going to and from it.

8/ 2 village wide surveys have been conducted resulting in direct feedback through comments and residents assessments of topics of priority.

Within the NDP 2013 survey the specific question of transport provided the result of 77% of the village population rating this topic as either 8 or higher out of a possible 10.

### 2012 Village Plan survey

The earlier survey conducted in 2012 provided some direct feedback comments;

- Too much through traffic travelling too fast. Too many drivers driving on the wrong side of the road at the barriers just because they don't think they should queue in the traffic when the barriers are down. An accident waiting to happen.
- It is obvious that the main road through Bramley is used as a rat run - many HGVs using it as a short cut at excessive speed. Our house shakes very badly with the heavy traffic on the badly maintained roads. As a regular cycle user I feel vulnerable at rush hours with speeding traffic through the village making no allowances for bikes and often passing on the wrong side of the pedestrian crossing points.
- A cycle lane on the main road through the village would be good - people cycle on the pavements. There isn't enough parking by the station - Jibb's meadow car park gets full by commuters by 7am.
- Cycle/footpath needed between Bramley and Sherfield for better road safety.

### Bramley School survey

Feedback was also gathered from the Bramley Primary School in a meeting with the school council in May 2013, each representative asked a set of questions to each class and the following are the comments provided.

#### **We don't like**

- Places in the village where there are no footpaths
- Footpaths that are overgrown and footpaths where the street lamps no longer work – they feel nervous when walking down them
- Cars driving too fast on the main road through the village
- Crossing the road opposite the Bramley Bakery or at the One Stop, where there are lots of parked cars and it is difficult to know when to cross

#### **How do we make it better?**

- A new car park so that cars wouldn't park outside the One Stop or Bramley Bakery (or on the yellow lines outside the school gates)
- A footbridge over the railway line
- A footpath or cycle path between Bramley and Sherfield-on-Loddon to encourage children to walk or cycle to school and to make it easier to travel independently to see friends in the other village
- Check the footpaths, cut back overgrown plants and fix the street lamps
- Extend the footpaths so that they cover the whole village and children can walk safely to any house

Hampshire County Council transport survey 2009 - 2010

Survey data from 2009 & 2010 at specific points in the village are shown below in the charts. These charts also provide projected traffic levels increase based on the Department of Transport NTM figures.

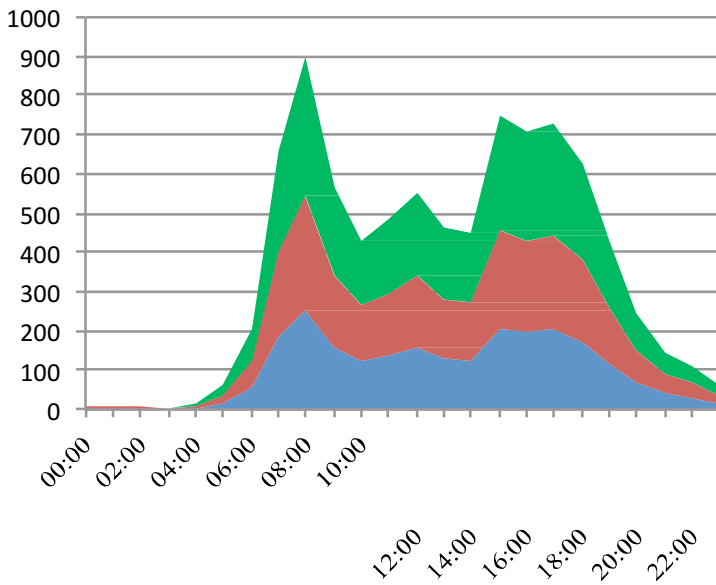


Chart 1 -  
Sherfield  
Road

- Growth 2040
- Growth 2025
- Current 57Day

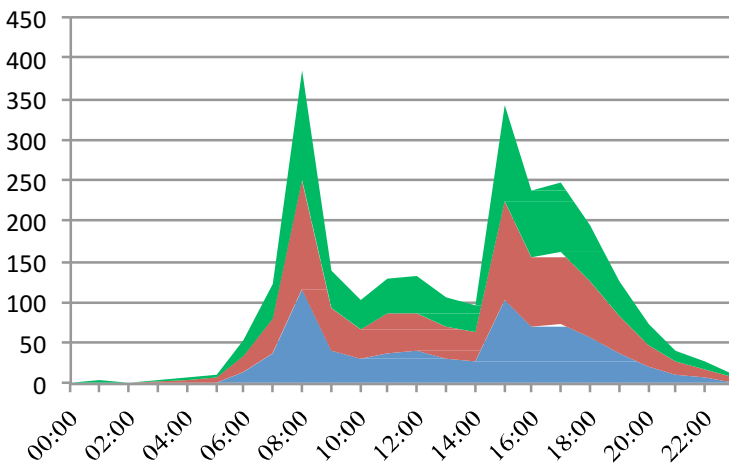


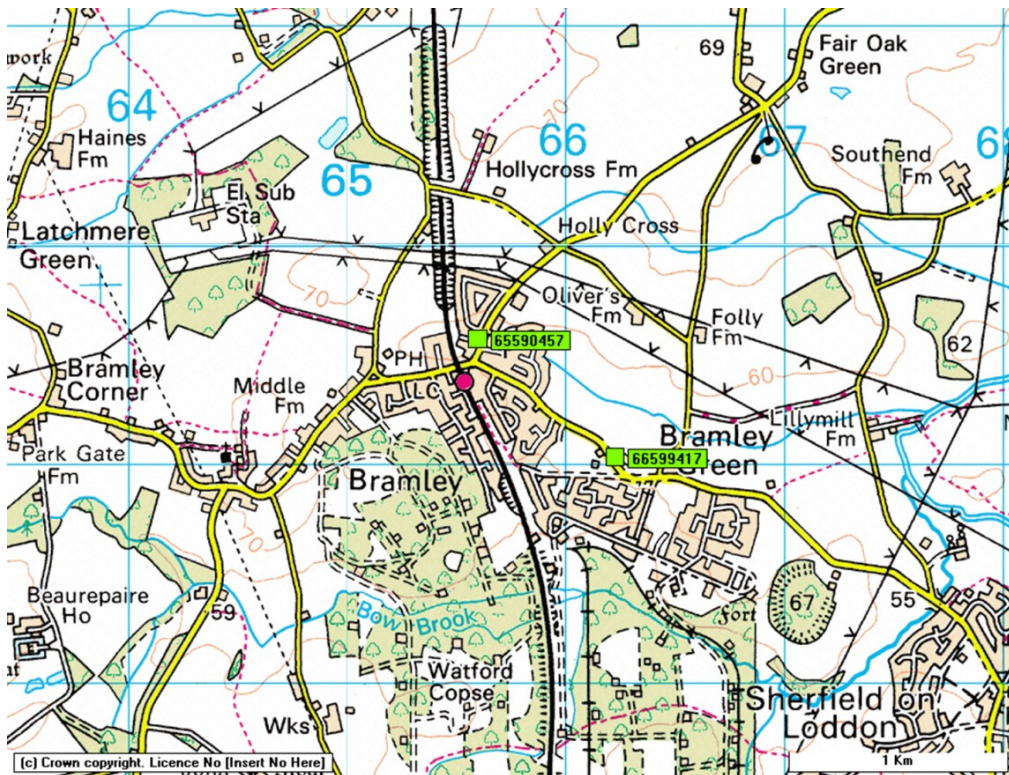
Chart 2 -  
Bramley  
Lane

- Growth 2040
- Growth 2025
- Current 55Day

## Appendix F

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The map below provides indication of the 2 survey points.



NTM projects that traffic growth will be sluggish up to 2015 in line with projected low GDP growth and high fuel costs. As England then moves out of the recession and rapid fuel efficiency improvements significantly decreasing the fuel cost of driving, traffic is expected to rise by 19% from 2015 to 2025. As the rate of improvements in vehicle fuel efficiencies declines after 2025 we observe a slower growth in traffic. The central forecast from 2010-2040 projects traffic to grow by 41% for Non-SRN roads, 46% for SRN and an average of 43% for all roads. Projected growth does not include local development merely national estimates for road classifications, so therefore figures will be higher based on any new developments going ahead within the Bramley Parish area.

## Network Rail Level Crossing

All level crossings within the Network Rail network must be assessed for risk to the individual and the collective group of users.



The chart below provides the current levels of individual and collective risk assessments for the Bramley C32 Railway level crossing.

BRAMLEY C32 CROSSING RISK ASSESSMENT

Individual Risk	Collective risk
A	1
B	2
C	3
D	4
E	5
F	6
G	7
H	8
I	9
J	10
K	11
L	12
M	13

Further housing developments within the Bramley Parish area will only **increase** traffic through the level crossing and therefore raise the high risk assessments levels further especially for the collective risk definition.

Bramley has a much higher risk collectively due to the amount of traffic both road and rail using it

### Common themes

Common themes throughout all surveys conducted across the broad range of residents and users of facilities were ;

- The need for a footbridge across the Basingstoke to Reading line, (75.5% of all residents responding in the 2012 survey)
- Parking and levels of traffic generated by the C32 road are excessive and cause the greatest concern for residents. Further development will only add to the current issues.
- There is no 'Safe route' to the Village Primary school for 80% of the residents children. Children either as pedestrians or cycling traffic are second in priority to mechanised traffic.

### POSSIBLE SOLUTIONS

**1/ Barriers:** Moving the Station further down the tracks toward Reading will possibly allow for the down time of the barrier to be reduced and add to any safety issues as trains coming from Basingstoke will have passed the barrier allowing it to be opened earlier while trains going to Basingstoke can stop well before the barrier allowing it to only close when the train is cleared for departure from Bramley station.

**2/ Parking:** There are 3 identified areas where a parking area can be placed, along Minchen's Lane just north of Clift Meadow and near the tracks, adjacent east of Strawberry Fields and lastly on land behind, very near or around the surgery complex. The nearest, so most convenient area, would be the one north of Clift Meadow as the other two are near to three times the distance away, therefore not convenient at all.

**3/ Flow of traffic:** Suggestions have been made to stop HGV from using the C32. Also a variety of traffic calming measures have been suggested as speeding is sometimes an issue as well. A yellow non stopping area painted (hatching) on the area where the barrier stands in order to prevent cars crossing it when space on the other side is not available to do so. Minchen's Lane can be widened, the bridge at the end widened and strengthened and the roads running from there back to the C32, Holly, Olivers and Folly Lanes, widened as well thus creating a virtual bypass or another purposely built bypass through MOD land, in both cases, therefore, the barrier will no longer need to be used.

**4/ Quiet Lanes:** Parish and Residents to pursue designation of 'Quiet Lanes' within Bramley Parish area. Country Lanes are an integral part of our rural environment but the volume and speed of traffic, and the presence of heavy lorries can make them uninviting and intimidating.

Quiet Lanes are a positive way of:

- > providing a chance for people to walk, cycle and horse ride in a safer environment;
- > widening transport choice; and
- > protecting the character and tranquility of country lanes.

## Appendix F

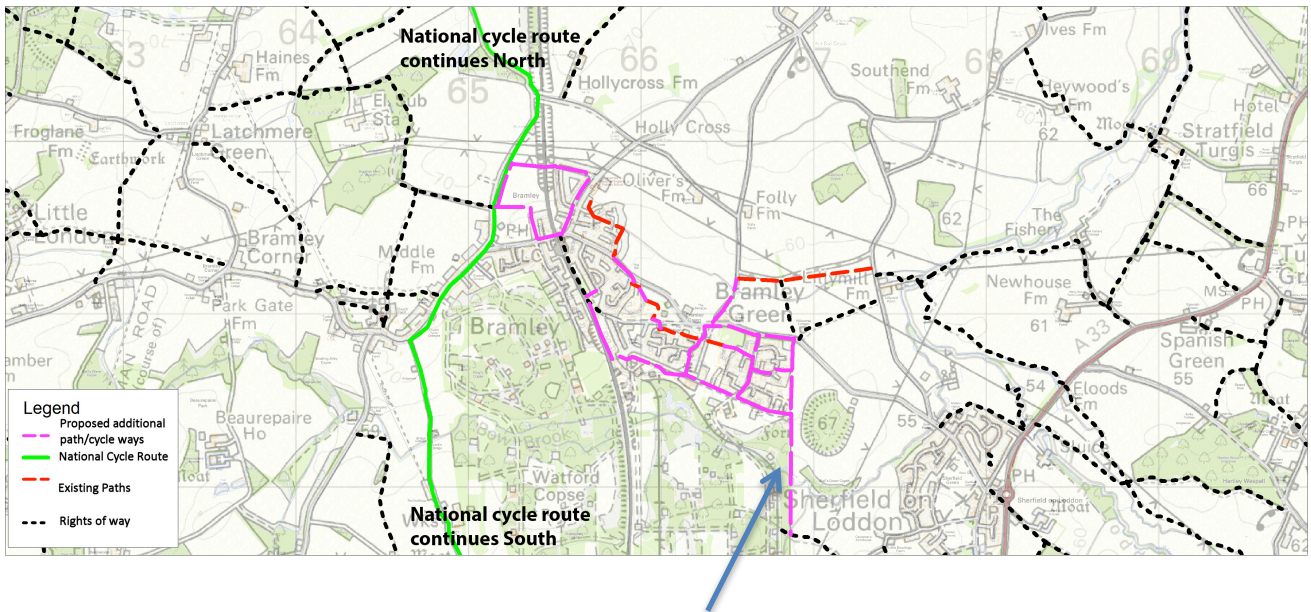
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If future development does happen then in relation to pathways, possible solutions that could be proposed within the referendum are;

1. Deter traffic away from the C32
2. Introductions of 20 Mph zone in Bramley centre, similar to Little London introduce traffic flow control whilst providing cycle and pedestrian priority.
3. Aim of the scheme is to reduce traffic by deterring rat-running, particularly in the morning peak period, and to encourage non-motorised use of the lane.
4. Pinch points to be redesigned / modified to allow safe progress of cycle based traffic.
5. Plan for the transport potential of cycling: Higher rates of cycling mean more efficient use of scarce road space. This is the most cost effective way to increase capacity and reduce congestion. Road management, in particular the (re)allocation of road space, needs to take account of the potential for cycling to grow and offer these benefits.
6. Spending on increasing road capacity should not be at the expense of funding for transport schemes better suited to reducing carbon emissions and giving people and freight more options;
7. HGV restrictions applied to the defined minor road C32.



## VILLAGE PATHWAYS - MAPPED



Proposed rural path/cycleway that links to an existing Rights of Way within Sheffield-on-Loddon

To encourage use by residents for either walking or cycling a program of path expansions and newly laid connected paths for the parish should be encouraged.

A specific request has been a path linking Bramley to Sheffield-on-Loddon. The path route has been proposed to link up to existing rights or way within the neighbouring parish. Also the proposed pathway means that the funded school bus from Sheffield to Bramley will not be impacted as the distance is over 2 miles.

# Pathway options

General requirements for path surface materials for cycle routes would be a smooth riding surface, good drainage properties, long-term durability, low maintenance, use of sustainable and / or recycled materials and suitability to sensitive locations.

Not each path material will suit every location – steep hills, waterlogged sites, poor ground conditions and environmentally sensitive locations each require particularly careful consideration, and often bespoke designs. Path surfaces suitable for cyclists may not be suitable to equestrians – dust paths tend to get chewed up by horses, and while cyclists normally prefer a smoother surface, horses fare better with more grip and surface texture. Having a parallel grass path for equestrians might be more useful rather than finding a surface material suitable to both cyclists, pedestrians and equestrians.

However in the rural are of the Bramley Parish, a standard 'black' asphalt pathway would most probably be deemed unacceptable to land owners and residents.

One option that could be deemed acceptable is a self-binding surface as shown below in the examples.



Toptrec (NCN 5 in Staffordshire)



Breedon Gravel



Finepath in Birmingham



Finepath (NCN 54 in Wolverhampton)



Coxwell Gravel (NCN 6, Dunstable)



Coxwell Gravel

## Appendix F

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Path construction for bound surface: £30/m<sup>2</sup> without ancillaries. Path surface lasts 25–30 years, then major repairs and additional wearing course required (approx £15/m<sup>2</sup>). Annual maintenance cost £1- 2/m<sup>2</sup>/year.

Therefore total cost for 50 year life-cycle per m<sup>2</sup> of path construction (at current cost):

- Initial construction £30
- Repair after 25 yrs £15
- Annual maintenance (50 x £1.50) £75
- TOTAL £120/m<sup>2</sup>

Comparable construction with limestone dust - £25/m<sup>2</sup> without ancillaries. Path surface lasts 12 years, then requires thorough repair / resurfacing (approx £15/m<sup>2</sup>). Annual maintenance costs are higher than for bound surfaces, around £2/m<sup>2</sup>/year. Therefore total cost for 50 year life-cycle per m<sup>2</sup> of path construction (at current cost):

- Initial construction £25
- Repairs after 12, 25 & 37yrs £45
- Annual maintenance (50 x £2) £100
- TOTAL £170/m<sup>2</sup>

This total could increase considerably if the path wears at a faster rate, possibly needing a complete rebuild after a shorter period. This may be due, for example, to an exposed position, heavy usage, inadequate drainage, under bridges, at junctions, on gradients or use by horses.

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## REFERENCES

- Bramley Village Plan Survey - 2012
- Bramley Neighbourhood plan - Survey June 2013
- Hampshire County Council Traffic survey - Bramley Village 2009 & 2010
- NDP Survey / questionnaire, Bramley Primary School
- Network Rail - C32 Level Crossing Risk Assessment
- Campaign to Protect Rural England - guide to Quiet Lanes
- Sustrans Cycle Path Surface Options - Technical Information Note No. 8 - January 2012